TRAFFIC/CIRCULATION ANALYSIS

BROWN/WHITE MOUNTAIN ESTATES PROJECTS MONO COUNTY

Submitted to:

Diversified Pacific Development Corporation 10621 Civic Center Drive Rancho Cucamonga, California 91730 (909) 481-1150

Prepared by:

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LSA Project No. DFD430

LSA

INTRODUCTION

Statement of Purpose

The purpose of this analysis is to identify the potential circulation impacts associated with the development of 48 single-family dwelling units and 2.22 acres of highway commercial development on the Brown property and 57 single-family dwelling units within two phases of the proposed White Mountain Estates project (The Estates). Traffic has been generated for the two projects based on surveys of similar uses and standard traffic engineering trip rates and has been added to an existing traffic base, a short-range 2009 traffic base and a long range 2025 traffic base. Levels of service at the project access roads intersecting Highway 6 are provided for each scenario. Operational and geometric analyses are also provided for the project interface with Highway 6. This study has been prepared using the Caltrans "Minimum Contents of Traffic Impact Study Report" as a guideline.

Project Description

Figure 1 illustrates the project location. Both projects are located in rural Mono County adjacent to Highway 6.

Figure 2 illustrates the Brown project site plan. The Brown project is located at the northwest corner of Highway 6/Chalfant Road. The project includes 48 single-family residential lots, each of approximately 0.43 acre, and a 2.22-acre commercial site (assumed to be 14,000 square feet of highway commercial/retail use). The site is currently vacant. Primary access to the project is via Chalfant Road, which meets Highway 6 at a stop controlled, three-legged intersection. All movements are permitted at this location. A secondary access is also planned approximately 1,500 feet north of Chalfant Road.

An alternative circulation plan is also evaluated that adds a third access to Highway 6, aligning with the existing Brown Subdivision Road east of Highway 6.

Figure 3 presents the White Mountain Estates project site plan. The Estates project is located toward the eastern end of White Mountain Estates Road. The project is planned in two phases. The first phase includes 39 single-family residential lots ranging from 0.50 to 0.96 acre. This project is adjacent to the existing White Mountain Estates subdivision. The second phase includes 18 larger single-family residential lots. Both parcels are currently vacant. Access is provided via White Mountain Estates Road, which meets Highway 6 at a stop controlled three-legged intersection.

TRAFFIC ANALYSIS

Existing Setting

Highway 6 is the primary regional roadway in the project vicinity. Highway 6 is a two-lane conventional highway with a functional description of Minor Arterial, as indicated in the Route Concept Report (RCR). ¹ The travel way is 24 feet for the entire length of Highway 6. It serves as part of a major corridor for the movement of goods between the West and East Coasts. As such, it is a major trucking route with a truck mix of 20–30 percent.

California Department of Transportation, District 9, Route Concept Report—Route 6, March 1991, page 2.

Due to the high truck volume and high speeds along Highway 6 in the project vicinity, Caltrans and Mono County have entered into a Capital Project Charter (Chalfant Safety Improvements) to address traffic speeds and turning conflicts that cause safety concerns in the Chalfant area. A copy of the draft work in progress is attached.

Existing annual average daily traffic (AADT) volume along Highway 6 has been taken from the most recent Caltrans traffic counts. In addition, LSA had existing a.m. and p.m. peak hour turn movement volumes collected on Highway 6 at Brown Subdivision Road and at Chalfant Road. The counts at Highway 6/Chalfant Road are used for the project impact assessment, as well as to establish a trip rate for residential uses, existing and planned. Figure 4 presents the existing traffic volumes in the project vicinity.

Short-Range Horizon (2009)

Short-range horizon (2009) traffic volumes were estimated through the application of a growth rate to the existing traffic volumes. A three percent annual growth rate, compounded for five years, has been applied to existing through volumes along Highway 6 to arrive at the short-range (2009) traffic base. Additionally, peak-hour turn movement volumes have been assigned to Highway 6/Chalfant Road to account for the reasonably foreseeable development of an additional 59 residential lots off Chalfant Road west of Highway 6. Figure 4 illustrates the short-range horizon (2009) traffic volume forecasts.

Long-Range Horizon (2025)

Long-range horizon (2025) traffic volumes were estimated through the application of a growth rate to the existing traffic volumes. A three percent annual growth rate, compounded for 21 years, has been applied to existing through volumes along Highway 6 to arrive at the long-range (2025) traffic base. The additional 59 residential lots off Chalfant Road west of Highway 6 are also reflected in the long-range (2025) traffic base. Figure 4 illustrates the long-range horizon (2025) traffic volume forecasts.

Project Trip Generation

Project trip generation is presented in Table A. LSA reviewed sources for standard residential and retail trip rates, such as the Institute of Transportation Engineers (ITE), *Trip Generation*, Seventh Edition. The standard residential trip rate structure of 10.00 trips per day per unit and associated peak-hour rates are based on surveys of urban and suburban areas that have more robust land development to provide the attractions sought by residents (i.e., shopping, leisure, entertainment). Instead of using these standard trip rates, and overestimating the potential trip making of the Brown and the Estates projects, LSA collected traffic counts at Highway 6/Chalfant Road and developed trip rates based on the existing 41 residential units in the area. Based on the peak-hour traffic counts in and out of Chalfant Road at Highway 6 (illustrated in Figure 4), peak-hour rates included in Table A were developed. The peak-hour residential rates are roughly 65 percent of the standard residential trip rates included in the ITE source. The daily residential rate is estimated based on a 10 to 1 factor of daily to p.m. peak-hour trip making for single-family units. Residential trip generation is presented for both the Brown property and the White Mountain Estates projects.

Ibid, Page 22.

Retail trip rates originate from the ITE *Trip Generation*, Seventh Edition, for shopping center (Land Use Code 820). However, similar to the residential use, the retail attraction does not have a large population to draw from to result in robust trip generation. Therefore, the ITE retail rates were adjusted by 65 percent to reflect the same relation of observed to ITE-estimated rates for residential. Additionally, much of the retail traffic will be attracted from Highway 6 as pass-by traffic, a retail trip purpose satisfied at this site on a much longer trip destination. Based on surveys included in the ITE *Trip Generation Handbook*, pass-by percentage is estimated at 55 percent of the gross trip generation. These trips are already on Highway 6, but will leave the through movement and turn into the site. Once satisfied, they will get back onto Highway 6 and their ultimate destination. These pass-by trips are removed from the appropriate through movement and added to the respective turn movement into/out of the site. The total gross trip generation (new trips and pass-by trips) is accounted for at the driveway at Chalfant Road.

Project Trip Distribution and Assignment

Project trips have been assigned to the local intersections and Highway 6 based on a trip distribution reflecting 85 percent origin/destination to the south and 15 percent origin/destination to the north. These directional splits are derived from the traffic counts collected at Highway 6/Chalfant Road. The Brown property trip generation (residential and retail) has been assigned in and out at the Chalfant intersection, while the White Mountain Estates project traffic has been assigned in and out at the White Mountain Estates Road intersection. Figure 4 illustrates existing short-range and long-range traffic bases with the project trip assignment added.

Level of Service Analysis

Levels of service have been determined for the six horizons included in this analysis: existing, short range, and long range without and with projects. The Highway Capacity Manual (HCM) Unsignalized Intersection method has been used to determine the level of service. The HCS2000 Version 4.1d software has been used. The Table below presents the results.

<u> </u>		Exis	ting		·	Year	2009			Year	2025	
	Al		PI	VI	Al	M	PI	VI I	A	M	PI	
Intersections	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Highway 6/Chalfant Rd.								ļ				
Without Project	8.9	A	9.0	A	9.2	Α	9.0	A	9.7	Α	9.3	A
With Project	9.2	A	9.7	Α	9.5	Α	10.0	В	10.0	В	10.5	В
Highway 6/White	<u> </u>			-								
Mountain												<u></u>
Without Project	9.5	Α	9.2	Α	9.9	Α	9.5	A	10.6	В	10.0	В
With Project	10.0	В	9.8	A	10.5	В	10.1	В	11.4	В	10.7	B

Both intersections will operate at excellent levels of service in all horizons without and with the projects. Therefore, no circulation impacts related to traffic volume, congestion, and level of service are forecast as a result of Brown property and White Mountain Estates project development.

Special Issues

Turn Lane Geometrics. While levels of service are forecast to remain good with the development of the two projects, operational and geometric issues are evaluated given the existing setting and traffic characteristics. As noted above, Highway 6, is a predominant truck route for the movement of intercontinental goods. Highway 6 carries an average of 20–30 percent trucks in the vehicle mix on any given day. The roadway is flat with few lateral obstructions to slow traffic. As noted in the RCR, the daily traffic volumes, including the trucks, travel at high speeds along Highway 6. As mentioned previously, the County and Caltrans have acknowledged the traffic speed and safety issues associated with turning conflicts through the preparation of a Capital Project Charter for the community of Chalfant.

The development of the projects will increase the demand for turn movements along Highway 6 in Chalfant. At the Chalfant Road intersection with Highway 6, the Brown properties project will increase the northbound left-turn demand by 65 vehicles per hour in the p.m. peak hour. Similarly, the White Mountain Estates development will increase the northbound right-turn demand by 25 vehicles per hour in the p.m. peak hour, a 53 percent increase in that particular movement. The increase in turn movement volume has the potential to increase the safety concerns at these intersections. Therefore, as a mitigation measure to address turn volume increases and potential safety concerns, turn lane channelization is recommended prior to the use and occupancy of the Brown and White Mountain Estates projects.

At the intersection of Highway 6/Chalfant Road, the Brown property project should install a northbound left-turn lane according to design requirements of Caltrans and the County. The left-turn lane may include a 280-foot left-turn pocket length and a 120-bay taper. A proper transition on Highway 6 on the north side of Chalfant Road shall also be constructed according to Caltrans design requirements.

At the intersection of Highway 6/White Mountain Estates Road, the White Mountain Estates project shall install a northbound right-turn lane according to design requirements of Caltrans and the County. The right-turn lane may include a 250-foot turn pocket length and a 120-bay taper. No additional transitions on Highway 6 appear to be required.

Turn movements at the northerly access to the Brown property project and the southbound right turns at the Chalfant Road intersection, as well as southbound left turns at the White Mountain Estates access, are relatively low, and dedicated lanes are not recommended.

Alternative Site Plan. An alternative site plan has been suggested for the Brown property project that would include a third access to Highway 6 aligning directly with Brown Subdivision Road to the north of Chalfant Road. This alternative was suggested to align the primary access of the Brown property project with an existing intersection to create a conventional four-way stop-controlled location. This alternative site plan did not, however, eliminate an access from any other location. Therefore, the alternative site plan considers three access points onto Highway 6, one greater than the two proposed for the planned project.

This alternative site plan is an inferior design for the following reasons:

- 1. The volume of traffic generated by the Brown property project does not warrant a third point of ingress/egress
- 2. The existing Chalfant Road intersection will operate with excellent levels of service with the addition of the project in short- and long-range horizons.
- 3. A single primary access at Chalfant Road can be designed with left-turn channelization to reduce safety concerns along Highway 6 while maintaining excellent levels of service.
- 4. The distance between Brown Subdivision Road and Chalfant Road is approximately 480 feet, less than desirable to implement a left-turn lane into the site from the Brown Subdivision Road.
- 5. The third access would cut the commercial parcel in two, compromising its potential use.

Therefore, the alternative site plan has been dropped with no further analysis. The proposed Brown property project site plan with two accesses can be developed with certain circulation improvements and maintain and enhance local traffic flow and safety.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of this study, the proposed Brown property and White Mountain Estates projects can be developed without adversely impacting the levels of service along Highway 6, or at the intersections of Highway 6/Chalfant Road and Highway 6/White Mountain Estates Road. No circulation improvements are needed or recommended to maintain satisfactory levels of service.

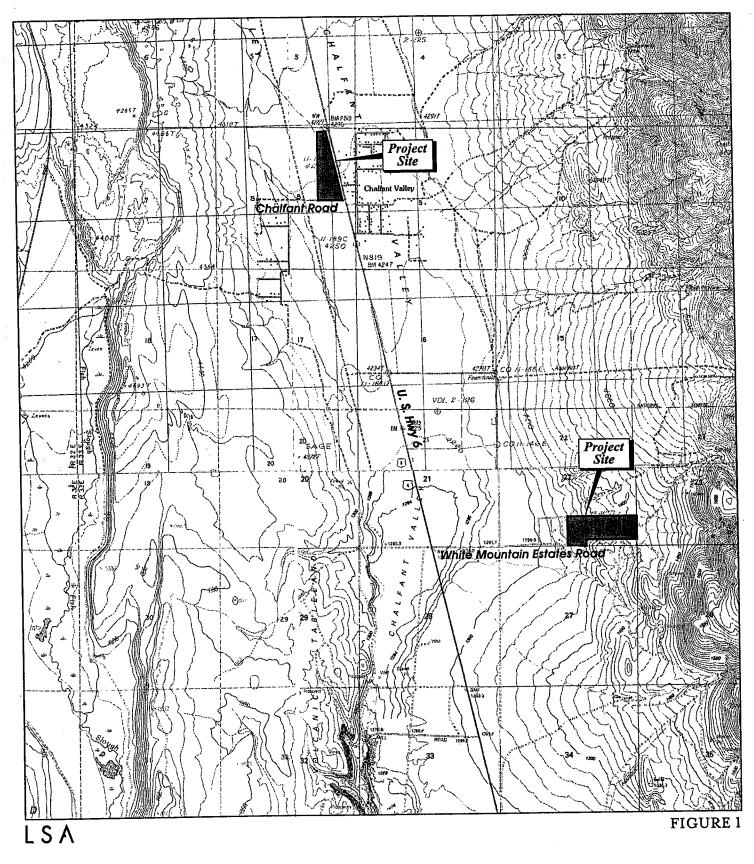
The introduction of addition peak-hour turn movements onto and off of Highway 6 at the two study area intersections will increase conflicting movements with through traffic along Highway 6. The safety issues associated with turn movements along Highway 6 in the Chalfant area are the subject of a Capital Project Charter between Caltrans and the County. In order to diminish the potential safety issues associated with increased turn movements on Highway 6, the following improvements are recommended:

Highway 6/Chalfant Road—The Brown property project applicant shall construct a northbound left-turn lane from Highway 6 into Chalfant Road according to design requirements of Caltrans and the County. The left-turn lane may include a 280-foot left-turn pocket length and a 120-bay taper. A proper transition on Highway 6 on the north side of Chalfant Road shall also be constructed according to Caltrans design requirements.

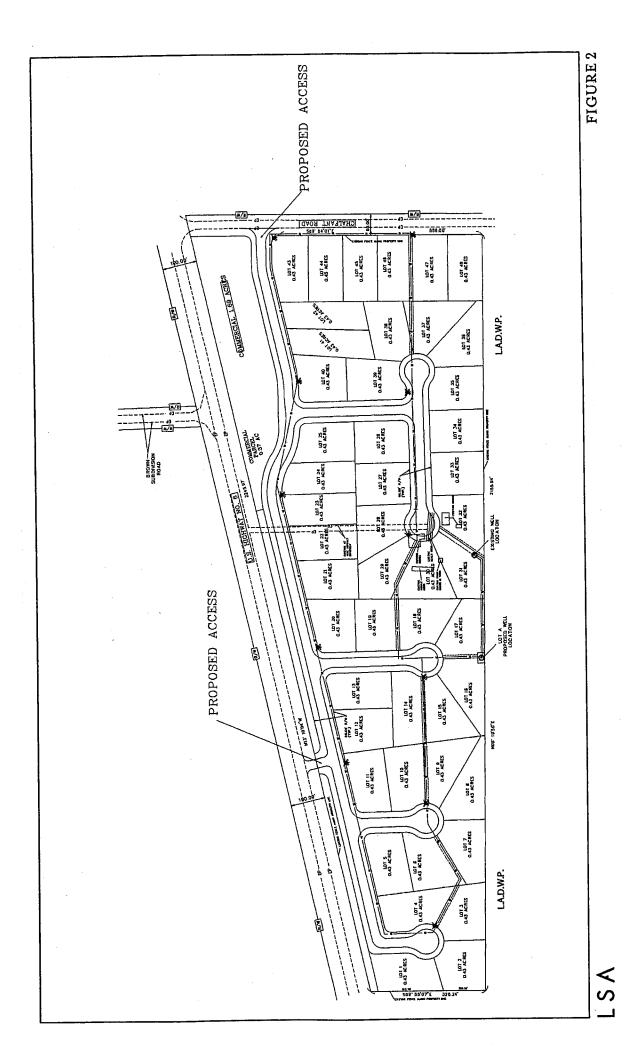
Highway 6/White Mountain Estates Road—The White Mountain Estates project shall install a northbound right-turn lane according to design requirements of Caltrans and the County. The right-turn lane may include a 250-foot turn pocket length and a 120-bay taper. No additional transitions on Highway 6 appear to be required.

With these improvements, potential circulation impacts will be reduced to a level of insignificance.

Attachments

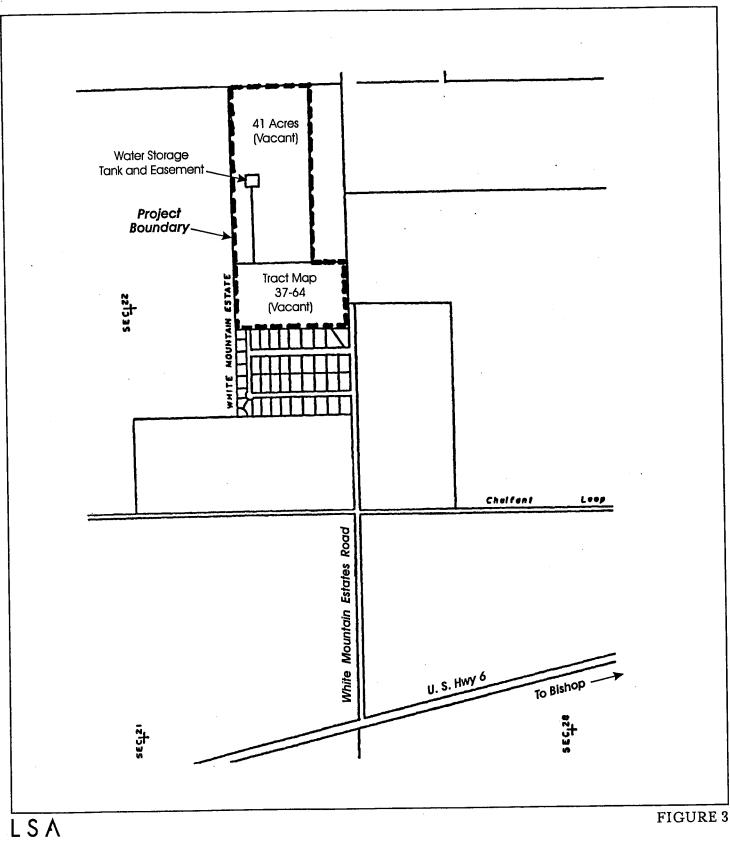


Highway 6 Vicinity Map



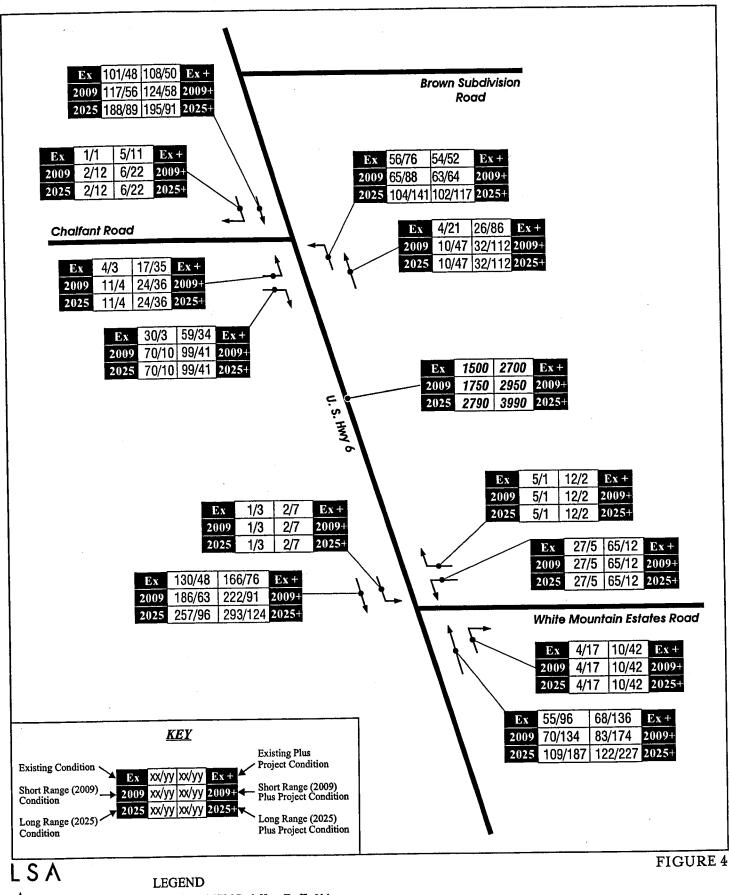
Highway 6 Brown Property Site Plan

FET



NO SCALE

Highway 6 White Mountain Estates Site Plan



↑ (N)

XX/YY - AM/PM Peak Hour Traffic Volumes

XX XXX - Annual Average Daily Traffic

Highway 6
Brown Property/White Mountain Estates
AM/PM Peak Hour Traffic Volumes

SCHMATIC - NOT TO SCALE

Table A - Brown Property/White Mountain Estates Trip Generation Summary

				AM	AM Peak Hour	our	PM	PM Peak Hour	our
Land Use	Size	Units ADT	ADT	In	Out	Out Total	In		Out Total
<i>Trip Rates</i> Low Density Residential ¹		na	6.50	0.12	0.79	0.91	0.51	0.14	9.02
Neighborhood Commercial ²		TSF	87.84	1.36	0.87	2.24	3.81	4.13	7.94
Trip Generation Low Density Residential Brown Property White Mountain Estates	48	na	312	9	38	44 52	24	7 8	31
Neighborhood Commercial Pass-By Percentage (55%) ³ Net New Trips	14	TSF	1,230 · 676 553	19 11 9	12 7 5	31 17 14	53 29 24	58 32 26	111 ⁻ 61 50

¹ Peak hour directional trip rates based on surveys at Highway 6/Chalfant Road. Daily rate is 10 times the p.m. peak hour rate.

² Rates are based on 65 percent of ITE Shopping Center rate for 14,000 square foot use.

³ Pass by percentage is from the ITE Trip Generation Handbook, 5th Ed., page 62. It is the average of the sample of sites less than 50,000 sq. ft.

Capital Project Charter

Page 1

Project Name: Chalfant Safety Improvements

county-Route-P.M.: Mno-6-5.4/7.7 District-Project EA: 09-32000k

Prepared by: Brad Mettam

Date Prepared: 12/29/03

Project Phase: PID

The purpose of a charter is to reach agreement between the Sponsor and the Project Manager by clearly stating the objectives of the project at the beginning of each phase

Charter Purpose:

Provide the specific purpose of this charter.

This project charter documents the agreement between the Mono County Local Transportation Commission (LTC) and the Project Manager over key elements of this project.

Background:

Provide the history of the project to date. Added, This project should be steet with ant less trans, and aidelines & Eventines on the _ of context e suithul Commission war 2/9/04

This project was initiated to address traffic speeds_and turning conflicts that cause safety concerns.

The existing facility is a 60mph two-lane state highway without turn pockets in a developing community area (originally rural residential area).

High percentage of the through traffic volume consists of trucks. Truck and vehicle movements cause conflict and safety concerns. In winter, if chain controls go up on Hwy 395, trucks traffic increases on Hwy 6 (Hwy 6 to US 95 in Nevada).

Project Purpose:

What is the purpose of the project? What was the project selection criterion?

For revisions after the PID phase this should be quoted or referenced from the PID's purpose and need.

This project is intended to provide highway improvements to reduce turning conflicts in the community of Chalfant.

Project Phase Objectives:

What are the project objectives (cost, schedule, quality, & customer satisfaction) that will determine the success of the project.

This project is intended to provide a programmable document by June 30, 2005 that provides alternatives that have been developed with public and external sponsor input. This PID is to be delivered, complete with workplan, utilizing no more than .4 PYs of effort.

Project Description/Scope Statement:

Provide a brief description of the project and the end product the project will construct

Provide a location map of the project.

Recent and planned residential developments will require coordination and potential phasing of improvements, with developer's funding to mitigate their impacts.

This project should consider the construction of appropriate turning facilities, separation, center turn lanes, and frontage roads or access control.

Project/Phase Constraints, Assumptions, and Risks:

Provide a list of constraints, assumptions, and risks for the project and current phase. Actual analysis of risks is done in a separate process

Constraints are items that limit a project team's options such as schedules resources, budget, and technology.

Assumptions are those considerations that

Constraints:

There is a management constraint to have the PID complete by 6-30-05. endangered wetlands.

species, R/W. of acquisition Possible historical/archaeological and scenic issues community support.

Assumptions:

Dates committed to by team members will be met.

Capital Project Charter

Project Name: Chalfant Safety Improvements

ounty-Route-P.M.: Mno-6-5.4/7.7
District-Project EA: 09-32000k

Project Phase: PID

Prepared by: Brad Mettam

Date Prepared: 12/29/03

ure considered true, certain, or real for planning purposes:

Risks are discrete occurrences that may affect the project for better or worse.

Risks:

This study needs to retain external sponsor support to be successful.

Phase Deliverables:

Provide a list of the deliverables for the current project phase. These should be the significant deliverables that the sponsor will be asked to verify. Include the Project Management deliverables such as workplan, status reports, etc.

- PSR
- Project schedule
- Project resource estimate

Key Team Members:

List the key team members needed for the project. Identify which are critical to the current phase. They need not be named, but all key functional units and any special expertise required should be listed.

Brad Mettam - PM

Design, Planning, Environmental, Landscape Architecture,

Maintenance, R/W, Surveys, Construction.

- Mono County

Katy Walton - Planning

Dave Grah - Maintenance and Ops.

Jerry Gabriel - Traffic Operations

Jay Haghparast - Design

Date:

Date:

Deliverable Management:

Describe the process the project team will take to manage the phase deliverables identify any specific sponsor reviews approvals that will be required:

(Filling out Deliverable Management is Optional)

Approvals:

Project Manager:

Brad Mettam

Program/Project Management

*Project Sponsor:

John Cecil

Mono County LTC Chair

Project Sponsors are individuals or groups that represent external project customers by advocating a project or group of projects. Project Sponsors may be internal or external to Caltrans. (ref: PMD 99-01 Project Management Definitions)

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Hourly Flow Rate, HFR	27	.0	5		0	0		0
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			Site Inf	orma	tion			
General Information nalyst gency/Co.	Kellyjean Ta LSA Associa		Intersecti Jurisdicti Analysis	on on	tion	Highway 6	/White Mo	untain
	3/26/04 PM Peak H	our	Affaiysis	Teal	<u> </u>	LAIGHING	<u>.</u>	
Project Description High	vay 6 Project		h	11. 01	t. Illado			
ast/West Street: White M	lountain Estate	s Rd			reet: High	way o		
ntersection Orientation: /			Study Pe	eriou (i	nrs): 0.25			
/ehicle Volumes and	Adjustmen	ts				Southbou	und	
Najor Street		Northbound			4	500111500	ind	6
Movement	1	2 T	3 R		4	 		Ř
	L	96	17	-+	3	48		
/olume	1.00	1.00	1.00		1.00	1.00		1.00
Peak-Hour Factor, PHF	1.00	96	1.00	-+	3	48		0
Hourly Flow Rate, HFR	0				0			
Percent Heavy Vehicles	0	<u> </u>		Undiv				
Median Type			0	Ondivi	404			0
RT Channelized		1	0	-+	0	1		0
Lanes	0		TR		LT			
Configuration		0	- 11	\dashv		0		-
Upstream Signal				-+		Eastbou	nd.	
Minor Street		Westbound	9	- 	10	11		12
Movement	7	8 T	R		L	T		R
	LL	0	1	+	0	0		0
Volume	5	1.00	1.00		1.00	1.00		1.00
Peak-Hour Factor, PHF	1.00	7.00	1.00		0	0		0
Hourly Flow Rate, HFR	5	0	0		0	0		0
Percent Heavy Vehicles	0	0	<u> </u>	-		0		
Percent Grade (%)						I N		
Flared Approach		N				0		
Storage		0	ļ					0
RT Channelized			0		· · ·			0
Lanes	1	0	1		0	0		
Configuration	<u> </u>	<u> </u>	R					
Delay, Queue Length, ar	d Level of Se	rvice					F = = 41= - · · · ·	
Approach	NB	SB		Westb			Eastbound	
Movement	1	4	7	8		10	11	12
Lane Configuration		LT	L		R			
v (vph)		3	5		1	<u>l</u>	<u> </u>	
		1489	836		956	5		
C (m) (vph)		0.00	0.01	 	0.00	0		T
v/c		0.01	0.02	<u> </u>	0.0			
95% queue length .					8.8		1	
Control Delay		7.4	9.3	 -	A		+	
LOS		Α	A	<u> </u>				
Approach Delay				9.2				
Approach LOS			I	Α				

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		WAY STOP C	Site In						
General Information Analyst Agency/Co. Date Performed	Kellyjean Te LSA Associ 3/26/04 AM Peak H	ates, Inc.	Intersect Jurisdict Analysis	ion ion	itior		Highway 6/ Short Rang		
Analysis Time Period Project Description High		<u>our</u>							
Project Description Fright East/West Street: Chalfai	nt Rd		North/So	outh St	reet:	Chalfar	nt .		
ntersection Orientation:	North-South		Study P	eriod (nrs):	0.25			
Vehicle Volumes and		te							
Major Street	Aujustinon	Northbound		\top			Southbour	nd	
Movement	1	2	3			4	5		6
VIOVETHORIC	L	Т	R		_	L	Т		R
Volume	10	65	0			0	117		2
Peak-Hour Factor, PHF	1.00	1.00	1.00		1	1.00	1.00		1.00
lourly Flow Rate, HFR	10	65	0		•	0	117		2
Percent Heavy Vehicles	0					0			
Median Type				Undiv	ided				
RT Channelized			0				 		0
Lanes	0	1	0			0	1		0 TR
Configuration	LT	<u> </u>							IR .
Upstream Signal		0	<u></u>				0		
Minor Street		Westbound					Eastbour	nd	40
Movement	7	8	9			10	11		12
	L	Т	R			<u> </u>	T		R 70
Volume		0				11	0		70 1.00
Peak-Hour Factor, PHF	1.00	1.00	1.00			1.00	1.00		70 70
Hourly Flow Rate, HFR	0	0	0			11	0		0
Percent Heavy Vehicles	0	0	0			0	0		<u> </u>
Percent Grade (%)	<u> </u>	0	,						
Flared Approach		N					N		
Storage		0	<u> </u>		<u></u>		0		
RT Channelized			0						0
Lanes	0	. 0	0			1	0		1
Configuration					<u> </u>	<u> L</u>			R
Delay, Queue Length, a	nd Level of Se	rvice							
Approach	NB	SB		Westb	ound		F	Eastbound	
Movement	1	4	7	8		9	10	11	· 12
	LT						L		R
Lane Configuration			<u> </u>	 			11		70
v (vph)	10						785	- -	939
C (m) (vph)	1482			├			0.01	 -	0.07
v/c	0.01					ļ		 	0.07
95% queue length	0.02			ļ		 	0.04		
Control Delay	7.4						9.7	<u> </u>	9.1
LOS	Α			<u> </u>			Α		A
Approach Delay		-						9.2	
Approach LOS		, -						Α	
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	I WO	WAY STOP					·	 	-:	
General Information			Site In		ation		<u>-</u>		- -	
nalyst	Kellyjean Ta	andoc	Intersec				Highway 6/	Chalfant i	Rd	
gency/Co.	LSA Associ	ates, Inc.	Jurisdict Analysis				Short Rang	e - Year	2009	
Date Performed	3/26/04 PM Peak H	nur	Allalysis	I C ai			Onontriang			
Analysis Time Period Project Description High		Jui								
East/West Street: Chalfar	nt Rd		North/So	outh St	reet:	Highway	/6			
ntersection Orientation:	North-South	· · · · · · · · · · · · · · · · · · ·	Study P							
/ehicle Volumes and		te								
	Aujustilleli	Northbound		· T			Southbour	nd		
Major Street Movement	- 1	2	3			4	5		6	
Movement		T	R			L	T		R	
Volume	47	88	0			0	56		12	
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.	00	1.00	,	1.00	
Hourly Flow Rate, HFR	47	88	0			0	56		12	
Percent Heavy Vehicles	0					0				
Median Type		<u> </u>		Undiv	ided					
RT Channelized		T .	0						0	
Lanes	0	1	0			0 .	. 1		0	
Configuration	LT								TR	
Upstream Signal		0					0			
Minor Street		Westbound					Eastbour	nd		
Movement	7	8	9			10	11		12	
WOVCHIONE	L	T	R			L	T		R	
Volume	0	0	0			4	0		10	
Peak-Hour Factor, PHF	1.00	1.00	1.00		1	.00	1.00		1.00	
Hourly Flow Rate, HFR	0	0	0			4	0		10	
Percent Heavy Vehicles	0	0	0			0	0		0	
Percent Grade (%)		0					0			
Flared Approach		N					N			
		0					0			
Storage Storage	 		0						0	
RT Channelized	0	0	0			1	0		1	
Lanes	-	+	 			L			R	
Configuration							<u> </u>			
Delay, Queue Length, ar		rvice	Τ	Westb	ound		T , , , , , , , , , , , , , , , , , , ,	Eastboun		
Approach	NB	SB							12	
Movement	1	4	7	8		9	10	11		
Lane Configuration	LT	·		<u> </u>			L		R	
v (vph)	47	·		<u></u>			4		10	
C (m) (vph)	1546						726		1009	
v/c	0.03						0.01		0.01	
95% queue length	0.09						0.02		0.03	
	7.4						10.0		8.6	
Control Delay			 	 	\dashv		A		A	
LOS	Α			<u> </u>	Ł		+	9.0		
Approach Delay										
Approach LOS	j	. 	1				<u> </u>	Α		

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		WAY STOP C							
Seneral Information			Site Inf		tion		I llada a conse	MA/bita AAa	untoin
nalyst gency/Co. ate Performed	Kellyjean Ta LSA Associa 3/26/04	ites, Inc.	Intersect Jurisdicti Analysis	on			Highway 6/ Short Rang		
nalysis Time Period	AM Peak Ho	our							
Project Description High ast/West Street: White M	way 6 Project	e Rd	North/Sc	outh Str	reet:	Highway	<i>y</i> 6		
ntersection Orientation:	North-South	5 T C	Study Pe						
		ho.							
ehicle Volumes and	Aujustillelli	Northbound	<u> </u>				Southbou	nd	
Major Street	1	2	3			4	5		6
Movement	<u> </u>	T	R			L.	Т		R
/olume		70	. 4		1		186		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.0	00	1.00		1.00
Hourly Flow Rate, HFR	0	70	4		1		186		0
Percent Heavy Vehicles	0				(<u> </u>			
Median Type				Undivi	ded		·		
RT Channelized			0						0
anes	0	1	0			0	11		0
Configuration			TR		L	. <u>T</u>			
Jpstream Signal		0					0		
Minor Street		Westbound				<u> </u>	Eastbour	nd	- 40
Movement	7	8	9			10	11		12
	L	Т	R			<u>L</u>	Т	_	R
Volume	27	0	5			0	0		0
Peak-Hour Factor, PHF	1.00	1.00	1.00			00	1.00		1.00
Hourly Flow Rate, HFR	27	0	5			0		0 0	
Percent Heavy Vehicles	0	0	0			0			
Percent Grade (%)		0						0	
Flared Approach		N					N		
Storage		0	<u> </u>				0		
RT Channelized			0						0
Lanes	1	0	1			0	0		0
Configuration	L		R				<u> </u>		
Delay, Queue Length, a	nd Level of Ser	vice							
Approach	NB	SB		Westbo	ound			Eastboun	
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT	L			R			
		1	27		1	5			
v (vph)		1538	733		$\neg \dagger$	996			
C (m) (vph)			0.04		-+	0.01	1	 	1
v/c		0.00			+	0.02	+		1
95% queue length		0.00	0.11	ļ					
Control Delay		7.3	10.1	<u> </u>	+	8.6		 	
LOS		Α	В	<u> </u>		A		<u> </u>	
Approach Delay				9.9	9				
Approach LOS				A			1		

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<u> </u>	1440	WAY STOP							 ;
Seneral Information			Site In		ation			0.4.11.11	
nalyst gency/Co. ate Performed	Kellyjean Ta LSA Associ 3/26/04		Intersect Jurisdict Analysis	ion			Highway 6/ Short Rang		
nalysis Time Period	PM Peak H	our				-			
Project Description High	way 6 Project					,	· · · · · · · · · · · · · · · · · · ·	<u> </u>	
ast/West Street: White N	Iountain Estate	s Rd			reet: Hig		<u>/ 6</u>		
ntersection Orientation:	North-South		Study Po	eriod (hrs): 0.28	<u> </u>			
/ehicle Volumes and	Adjustmen	ts							
lajor Street		Northbound					Southbou	nd	6
Novement	1	2	3		4		5 T		R
	L	T 101	R 17				63		<u> </u>
/olume	4.00	134	1.00		1.00		1.00		1.00
Peak-Hour Factor, PHF	1.00 0	134	17		3		63		. 0
Hourly Flow Rate, HFR	0	134		-+	0				
Percent Heavy Vehicles		<u></u>		Undiv			<u> </u>		
Median Type RT Channelized		Т	0	777					0
_anes	0	1	0		0		1		0
Configuration			TR		LT				
Jpstream Signal	-	0			-		0		
Minor Street		Westbound					Eastbour	nd	
Movement	7	8	9		10		11		12
VIOVCITION	Ĺ	Т	R		L		Т		R
Volume	5	0	1		. 0		0		0
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00		1.00		1.00
Hourly Flow Rate, HFR	5	0	1	,	0		0		0
Percent Heavy Vehicles	0	0	0		0		0	l	0
Percent Grade (%)		0					0		
Flared Approach		N					N .		
Storage		0					0		
RT Channelized	-		0						0
Lanes	1	0	1		0		0		0
Configuration	L		R				<u> </u>		
Delay, Queue Length, ar	d Level of Se	rvice							
Approach	NB	SB		Westb	ound			Eastbour	nd
Movement	1	4	7	8	1	9	10	11	12
Lane Configuration		LT	L	<u> </u>	F	₹			
v (vph)		3	5			1			
		1442	780		91	11			
C (m) (vph)		0.00	0.01	 		00			
v/c		0.00	0.07	 		00	 		_
95% queue length				 		.0		 	
Control Delay		7.5	9.6	 			+	 	+
LOS		Α	A	<u> </u>		4	-	<u></u>	
Approach Delay				9.					
Approach LOS	.=-			Α			1		

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		WAY STOP C							
Seneral Information		 	Site In		tion		Highway 6/	Chalfont 5	2d
nalyst .gency/Co. pate Performed .nalysis Time Period	Kellyjean Ta LSA Associ 3/26/04 AM Peak H	ates, Inc.	Intersect Jurisdict Analysis	ion			Long Rang		
Project Description High									
ast/West Street: Chalfai	nt Rd		North/So				t		
ntersection Orientation:	North-South		Study Po	eriod (l	nrs): 0	.25	· · · · · · · · · · · · · · · · · · ·		
/ehicle Volumes and		ts							
Major Street		Northbound					Southbour	nd	
Novement	1	2	3		4		5		6
	L	Т	R		<u>L</u>	<u> </u>	T		R 2
/olume	10	104	0		0		188 1.00		1.00
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.0 0	0	188	· · · · · · · · · · · · · · · · · · ·	2
lourly Flow Rate, HFR	10	104	0		0				
Percent Heavy Vehicles	0			Undiv					
Median Type			0	Julivi	ueu				0
RT Channelized		1	0	-	0		1		0
anes	U LT	 	<u> </u>				<u>'</u>		TR
Configuration	LI	0					0		
Jpstream Signal		Westbound		 †			Eastbour	nd	:
Minor Street	7	vvestbound 8	9		1	Ō.	11		12
Movement		T	R		<u>·</u>		Т		R
	<u> </u>	0	<u> </u>		1.		0		70
Volume Peak-Hour Factor, PHF	1.00	1.00	1.00		1.0		1.00		1.00
Hourly Flow Rate, HFR	0	0	0		1		0	70	
Percent Heavy Vehicles	0	0	0		C)	0		0
Percent Grade (%)		0					0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized	 		0						0
	0	0	0		. 1	·	0		1
Lanes Configuration	 	1			- 1	_			R
	nd Lovel of So	ruice							
Delay, Queue Length, a	NB	SB		Westb	ound		1	Eastbound	1
Approach		4	7	8		9	10	11	12
Movement	1	· · ·	<u> </u>	├─ਁ			L		R
Lane Configuration	LT 10			 			11		70
v (vph)	10				-+-		679		858
C (m) (vph)	1396			<u> </u>			0.02		0.08
v/c	0.01								
95% queue length	0.02			<u> </u>			0.05		0.27
Control Delay	7.6			<u></u>			10.4		9.6
LOS	Α			<u> </u>			В		A
Approach Delay	-							9.7	
Approach LOS								Α	

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	TWO-	WAY STOP C	ONTRO	L SU	MM	ARY			
General Information			Site Inf	forma	atior	1			
Analyst Agency/Co. Date Performed	Kellyjean Ta LSA Associa 3/26/04	andoc ates, Inc.	Intersect Jurisdicti Analysis	ion			Highway 6/0		
Analysis Time Period	PM Peak Ho	our				<u> </u>			
Project Description High	way 6 Project								
ast/West Street: Chalfai	nt Rd					Highway	/ 6		
ntersection Orientation:	North-South	<u> </u>	Study Po	erioa (i	nrs):	0.25			
/ehicle Volumes and	l Adjustmen	ts					<u> </u>	* .	
Major Street		Northbound				-	Southbour	1	6
Movement	1	2	3			4	5 T		R
	<u>L</u>	T	R			<u>L</u>	89		12
/olume	47	141	0 1.00			1.00	1.00	_	1.00
Peak-Hour Factor, PHF	1.00	1.00 141	0			0	89		12
Hourly Flow Rate, HFR	47					0			
Percent Heavy Vehicles	0			Undiv	ided		<u> </u>		
Median Type	<u> </u>		0	Onarv	7000				0
RT Channelized	0	1	0			0	1		0
Lanes	LT								TR
Configuration	LI	0	-				0		
Upstream Signal		Westbound	l				Eastbour	d	
Minor Street	7	Vestbound_	9			10	11		12
Movement		T	R			L	Т		R
N. C. Laure	0	+ 0	0			4	0		10
Volume Peak-Hour Factor, PHF	1.00	1.00	1.00			1.00	1.00		1.00
Hourly Flow Rate, HFR	0	0	0			4	0		10
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		0	. *				0		
Flared Approach		N					N		
	 	0					0		
Storage	 	 	0						0
RT Channelized	0	0	0			1	0		1
Lanes	 	 	 			L			R
Configuration									
Delay, Queue Length, a	nd Level of Se	SB	<u> </u>	Westb	ounc	1	T	astboun	d .
Approach	NB			8		9	10	11	12
Movement	11	4	7	├─°		-	10 L		R
Lane Configuration	LT	<u> </u>		<u> </u>	·				10
v (vph)	47			<u> </u>		 	4		
C (m) (vph)	1504		-	 			648		967
v/c	0.03	·		<u> </u>		<u> </u>	0.01		0.01
95% queue length	0.10					<u> </u>	0.02		0.03
Control Delay	7.5						10.6		8.8
LOS	A						В		Α
Approach Delay								9.3	
								Α	
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Seneral Information				formation	on		7.4.4	4 - 1		
nalyst kgency/Co. Date Performed knalysis Time Period	Kellyjean T LSA Assoc 3/26/04 AM Peak H	iates, Inc.	Intersect Jurisdict Analysis	ion		Highway 6/White Mountain Long Range - Year 2025				
Project Description High	way 6 Project			· · · · · · · · · · · · · · · · · · ·						
ast/West Street: White	Mountain Estate	es Rd			t: Highwa	y 6				
ntersection Orientation:			Study P	eriod (hrs)): 0.25					
/ehicle Volumes and	l Adjustmen	ts								
//ajor Street		Northbound				Southbou	na T	6		
Movement	11	2	3		<u>4</u>	5 T		R		
	<u>L</u>	T 100	R		1	257		. 11		
/olume	4 00	109	4		1.00	1.00		1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	257		0		
lourly Flow Rate, HFR	0	109	+		0					
Percent Heavy Vehicles	0			Undivide		<u>ــــــــــــــــــــــــــــــــــــ</u>				
Median Type	·		1 0	Unaivide	u	0				
RT Channelized			0		0	1		0		
anes	0	1	0		LT	 	_			
Configuration	<u>.</u>		TR		LI	1 0		*.		
Upstream Signal	<u> </u>	0				Eastbou				
Minor Street		Westbound	T ~		10	11	Tiu T	12		
Movement	7	8	9		10	† † †	_	R		
	L	Т	R		0	0		0		
Volume	27	0	5		1.00	1.00		1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0	0		0		
Hourly Flow Rate, HFR	27	.0	0		0	0		0		
Percent Heavy Vehicles	0	0				0				
Percent Grade (%)		0				TN	-			
Flared Approach		N			· · · · · · · · · · · · · · · · · · ·					
Storage		. 0				0				
RT Channelized		<u> </u>	0					0		
Lanes	1	0	1		0	. 0		0		
Configuration	L		R	<u></u>						
Delay, Queue Length, a	nd Level of Se	rvice								
Approach	NB	SB		Westbour	nd		Eastboun	<u>d</u>		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		LT	L		R					
		1	27		5	1				
v (vph)		1489	634		948	 				
C (m) (vph)			0.04		0.01			1		
v/c		0.00		<u> </u>			 	 		
95% queue length		0.00	0.13		0.02		 			
Control Delay	·	7.4	10.9		8.8	ļ	 			
LOS		Α	В		A					
Approach Delay				10.6						
Approach LOS			В							

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			T						
Seneral Information			Site In		ation	<u> </u>		2 4 4 4	
Analyst Agency/Co. Date Performed	Kellyjean T LSA Assoc 3/26/04 PM Peak H	iates, Inc.	Intersect Jurisdict Analysis	ion			Highway 6/ Long Rang		
Analysis Time Period Project Description High		ioui							
ast/West Street: White	Mountain Estat	es Rd	North/Sc	outh St	reet:	Highwa	y 6		
ntersection Orientation:		<u> </u>	Study Po					······································	
		to.	<u> </u>						
/ehicle Volumes and	i Aujustiller	Northbound					Southbou	nd	
Major Street	1	2	3		4		5		6
Movement	 	 -	R			L	T		R
/olume		187	17			3	96		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1	.00	1.00		1.00
Hourly Flow Rate, HFR	0	187	17			3	96		. 0
Percent Heavy Vehicles	0					0	-		
Median Type		 		Undiv	ided				
RT Channelized		1	0					0	
anes	0	1	0			0	1		0
Configuration			TR			LT			
Upstream Signal	 	0				-	0		
		Westbound	Eastl				Eastbour	nd	
Minor Street	7	8	9	-		10	11		12
Movement	1	T	R			L	T		R
V-1	5	0	1			0	0		0
Volume	1.00	1.00	1.00			1.00		1.00 1.	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	5	0	1			0	0		
Percent Heavy Vehicles	1 0	0	0		· · · · · · · · · · · · · · · · · · ·	0	0		0
	 	0					0		
Percent Grade (%)			<u> </u>				T N		
Flared Approach			 				0		
Storage		0	 			· ·			0
RT Channelized			0						0
Lanes	1	0	1			0	0		
Configuration	<u> </u>		R				<u> </u>		
Delay, Queue Length, a	nd Level of Se	rvice							
Approach	NB	SB		Westb	ound			Eastbou	
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT	L			R			
		3	5			1			
v (vph)		1380	696			850	-		
C (m) (vph)			0.01	-		0.00			
V/C		0.00		 	.		-	_	
95% queue length		0.01	0.02			0.00			
Control Delay		7.6	10.2			9.2	<u> </u>		
LOS		Α	В	<u> </u>		Α		<u> </u>	
Approach Delay				10.	0				
Approach LOS			В						

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	TWO-	WAY STOP C	ONTRO	L SU	MM	ARY			
General Information			Site In	forma	ation	ì			
Analyst	Kellyjean Ta	andoc	Intersect				Highway 6/	Chalfant F	₹d
Agency/Co.	LSA Associ	ates, Inc.	Jurisdict				· Eviotina Dl	ın Project	
Date Performed	3/26/04		Analysis	Year			Existing Plus Project		
Analysis Time Period	AM Peak H	our				·			<u> </u>
Project Description High	way b		North/Sc	outh St	reet.	Chalfar	nt		
East/West Street: Chalfa	North South		North/South Street: Chalfant Study Period (hrs): 0.25						
ntersection Orientation:		4 -	Study 1	criod (0.20			
/ehicle Volumes and	Adjustmen	Northbound	Southbound						
Major Street		Northbourid 2	3			4	5	<u></u>	6
Movement	1 .	T	R	-+		L	T		R
	L 26	54	0			0	108		5
Volume	1.00	1.00	1.00		1	.00	1.00		1.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	26	54	0		· · ·	0	108		5
Percent Heavy Vehicles	0					0			
	 	<u> </u>		Undiv	ided		7		
Median Type RT Channelized		1	0					0	
	0	1	0.			0	1		0
Lanes	LT								TR .
Configuration Upstream Signal	 	0					0		
		Westbound				Eastbour	nd .		
Minor Street Movement	7	8	9			10	11		12
Movement	L	T	R			L	Т		R
Malaura a		 				17	0		59
Volume Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00		1.00		1.00
Hourly Flow Rate, HFR	0	0	0			17	0		59
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		0	<u> </u>				0		
		TN	T				N		
Flared Approach	 	0					0		
Storage	<u> </u>		0						0
RT Channelized		0	0			1	0		1
Lanes	0	 				Ĺ	- 	-	R
Configuration	<u> </u>		<u> </u>				<u> </u>		
Delay, Queue Length, a		rvice		101 - 11-			1	Eastbound	1
Approach	NB	SB		Westb	 _				12
Movement	1	4	7	8		9	10	11	
Lane Configuration	LT						<u>L</u>		R
v (vph)	26						17		59
C (m) (vph)	1489						763		949
v/c	0.02		V -				0.02		0.06
95% queue length	0.05						0.07		0.20
	7.5						9.8		9.0
Control Delay				 			A		A
LOS	Α			<u> </u>	<u> </u>		- 	9.2	
Approach Delay				 -				A	
Approach LOS							1		

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	TWO-	WAY STOP C	ONTRO	L SU	MM	ARY					
General Information			Site Inf	orma	atior						
Analyst Agency/Co. Date Performed	Kellyjean Ta LSA Associa 3/26/04 PM Peak Ho	ites, Inc.	Intersect Jurisdicti Analysis	on			Highway 6/0 Existing Plu			d .	
Analysis Time Period Project Description High		oui			· · · · · · · ·						
East/West Street: Chalfai	nt Rd		North/Sc	outh St	reet:	Highway	6				
ntersection Orientation:	North-South	· · _ · · ·	Study Pe	eriod (hrs):	0.25					
Vehicle Volumes and		e									
	Aujustineni	Northbound	Southbound								
Major Street Movement	. 1	2	3			4	5			6	
VIOVETHERIC	L.	Т	R			L	T			R	
Volume	86	52	0.			0	50			1	
Peak-Hour Factor, PHF	1.00	1.00	1.00			1.00	1.00	-		00	
Hourly Flow Rate, HFR	86	52	0			0	50	_+		1	
Percent Heavy Vehicles	0					0					
Median Type			Undivided								
RT Channelized			0				1				<u>0</u> 0
Lanes	0	1	0			0				R	
Configuration	LT						0	\rightarrow		Λ.	
Upstream Signal		0						====			
Minor Street		Westbound				Eastboun			12		
Movement	7	8	9			10	11 T			R	
	L L	Τ	R			L	0	-+		34	
Volume	0	0	0			35	1.00			.00	
Peak-Hour Factor, PHF	1.00	1.00	1.00			1.00 35	0			34	
Hourly Flow Rate, HFR	0	0	0			0	0			0	
Percent Heavy Vehicles	0	0	0				0			<u> </u>	
Percent Grade (%)		0	1				N	1			
Flared Approach		N						}			
Storage	<u> 1</u>	0					0				
RT Channelized			0							0	
Lanes	0	0	0			1	0			1	
Configuration					<u></u>		<u></u>	<u>l</u>		R	
Delay, Queue Length, a	nd Level of Ser	vice									
Approach	NB	SB		Westb			<u> </u>		ound		
Movement	1	4	7	8		9	10	1	1	12	
Lane Configuration	LT						· L			R	
v (vph)	86						35			34	
C (m) (vph)	1555						675			1016	
V/C	0.06						0.05			0.03	
	0.18			-			0.16		-	0.10	
95% queue length	7.5			 			10.6			8.7	
Control Delay				$\vdash \vdash$		 	В	<u> </u>		Α	
LOS	A	· · · · · · · · · · · · · · · · · · ·				1	 	9.	7	<u> </u>	
Approach Delay							+				
Approach LOS		·	L				<u> </u>				

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	TWO-	WAY STOP							
General Information			Site Inf		tior	<u> </u>			
Analyst	Kellyjean Ta	andoc	Intersect				Highway 6	/White M	ountain
Agency/Co.	LSA Associ	ates, Inc.	Jurisdicti Analysis				Existing P	lus Proiei	et
Date Performed	3/26/04 AM Peak H	our	Analysis	i C ai			LAISTING 1	ao i rojo.	
Analysis Time Period	way 6 Project	Jui							
Project Description High East/West Street: White I	Mountain Estate	s Rd	North/Sc	outh St	reet:	Highway	<i>/</i> 6		
ntersection Orientation:	North-South		Study Period (hrs): 0.25						
		40	10.007.						
Vehicle Volumes and	i Adjustmen	Northbound	Southbound						
Major Street	-1	2	3	- +		4	. 5		6
Movement		T T	R			L	T		R
	<u> </u>	68	10			2	166		
Volume	1.00	1.00	1.00		- 1	.00	1.00		1.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0	68	10			2	166		. 0
Percent Heavy Vehicles	0					0			
	 	<u></u>	Undivided						
Median Type RT Channelized	<u> </u>	T	0						0
	0	1	0			0	1		0
Lanes			TR			LT			
Configuration Upstream Signal		0	 				0		
		Westbound				Eastbou	nd		
Minor Street	7	8	9 10		10	11		12	
Movement		T	R			L	Т		R
	65	1 0	12			0	0		0
Volume Peak-Hour Factor, PHF	1.00	1.00	1.00			1.00	1.00		1.00
Hourly Flow Rate, HFR	65	0	12			0	0		0
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		0	<u>.1.,</u>				0		
	 	TN	T				N		
Flared Approach		0	 				0		· · ·
Storage	 	 	0				<u> </u>		0
RT Channelized						0	0	- 	0
Lanes	1	0	1			0	 		
Configuration	<u> </u>		R				<u> </u>		
Delay, Queue Length, a		rvice					T	Coothou	
Approach	NB	SB		Westb			 	Eastbou	
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT	L			R	<u> </u>		_
v (vph)		2	65			12			
C (m) (vph)		1533	749			995			
v/c		0.00	0.09			0.01			
		0.00	0.28	 		0.04			
95% queue length		7.4	10.3	 		8.7		1	
Control Delay						A A	 	+	_
LOS		A	В	<u> </u>			 		
Approach Delay				10.			 		
Approach LOS		, 	<u> </u>	В			<u> </u>		

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llufounotion			Site Inf	orma	tion			•	
General Information Inalyst Igency/Co. Date Performed Inalysis Time Period	Kellyjean T LSA Associ 3/26/04 PM Peak H	ates, Inc.	Intersecti Jurisdicti Analysis	ion on		0 ,	Highway 6/White Mountain Existing Plus Project		
Project Description High								_	
ast/West Street: White N	Mountain Estate	es Rd			eet: Highw	ay 6			
ntersection Orientation:	North-South		Study Pe	eriod (h	rs): 0.25				
/ehicle Volumes and		its							
Major Street		Northbound				Southbou	nd		
/lovement	1	2	3		44	5		6	
	L	Т	R		L	T 76		R	
/olume		136	42		7 1.00	76 1.00		1.00	
Peak-Hour Factor, PHF	1.00	1.00	1.00	-+	7.00	76		0	
Hourly Flow Rate, HFR	0	136	42		0				
Percent Heavy Vehicles	0			Undivid		<u> </u>			
Median Type		1	0	Orialvi	ueu	<u> </u>		0	
RT Channelized		1	. 0		0	1		0	
anes	0		TR	-	LT				
Configuration	· · · · · · · · · · · · · · · · · · ·	1 0	- 11			0			
Upstream Signal				+	Eastbound				
Minor Street	7	Westbound 8	9		10			12	
Movement	1.	 	R		L	Т		R	
	12	1 0	2		0	0		0	
Volume Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00			1.00	
Hourly Flow Rate, HFR	12	0	2		0	0			
Percent Heavy Vehicles	0	0	0		0	0		0	
Percent Grade (%)		0				0			
Flared Approach		N				N			
		0				0			
Storage			0					0	
RT Channelized	1	0	1	- +	0	0		0	
Lanes	+ ;	 -	R						
Configuration		nuloo							
Delay, Queue Length, a	NB	SB		Westbo	ound	T	Eastbound	d	
Approach		4	7	8	9	10	11	12	
Movement	1		L	ا 	R		T		
Lane Configuration		LT		 	2		 		
v (vph)		7	12	<u> </u>				-	
C (m) (vph)		1410	742		894		 	+	
v/c	·	0.00	0.02	<u> </u>	0.00		 	+	
95% queue length		0.01	0.05		0.01				
Control Delay		7.6	9.9		9.0				
LOS		Α	Α		A				
Approach Delay				9.8					
Approach LOS				Α					

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	TWO	-WAY STOP	CONTRO	L SU	MM	ARY				
General Information			Site In	forma	tior	1				
Analyst Agency/Co. Date Performed Analysis Time Period	Kellyjean T LSA Associ 3/26/04 AM Peak H	ates, Inc.		Intersection Jurisdiction Analysis Year			Highway 6/Chalfant Rd Short Range(2009) Plus Project			
	nway 6						· · · · · · · · · · · · · · · · · · ·			
ast/West Street: Chalfa	nt Rd					Chalfan	<u>t </u>		<u> </u>	
ntersection Orientation:	North-South		Study P	eriod (l	nrs):	0.25				
/ehicle Volumes and	d Adjustmer	its								
Major Street		Northbound					Southbour	nd	6	
Movement	1	2	3			4	5 T		6 R	
	L	T	R			<u>L</u>	124		6	
/olume	32	63	0			1.00	1.00	- -	1.00	
Peak-Hour Factor, PHF	1.00	1.00	1.00	-+		0	124		6	
Hourly Flow Rate, HFR	32	63		-+		0				
Percent Heavy Vehicles	0			Undiv	ided					
Median Type			0	Unarv	ueu		T		0	
RT Channelized		1	0			0	1		0	
anes	O LT		 	┈┼					TR	
Configuration	<u> </u>	0	 				0			
Jpstream Signal			<u>, </u>				Eastbound			
Minor Street	 	Westbound	9			10	11		12	
Movement	7	8 T	R			L	T		R	
	<u> </u>	1 0	<u> </u>			24	0		99	
Volume	1.00	1.00	1.00			1.00	1.00		1.00	
Peak-Hour Factor, PHF	0	0	0			24	0		99	
Hourly Flow Rate, HFR	1 0	0	0			0	0		0	
Percent Heavy Vehicles	 	0	<u>~</u>				0			
Percent Grade (%)		T N	<u> </u>			 	N			
Flared Approach			_		_		0		*	
Storage		0	 				 		0.	
RT Channelized			0				0		1	
Lanes	0	0	0			1		_	R	
Configuration						L				
Delay, Queue Length, a	nd Level of Se	rvice					 ,			
Approach	NB	SB		Westb				Eastbound		
Movement	1	4	7	8		9	10	11	12	
Lane Configuration	LT						L		R	
v (vph)	32		٠.				24		99	
C (m) (vph)	1468						723		929	
v/c	0.02			T			0.03		0.11	
	0.07		 				0.10		0.36	
95% queue length	7.5	<u>.</u>	+	 		<u> </u>	10.2		9.3	
Control Delay			+	+			В	 	A	
LOS	<u> </u>			<u></u>		<u> </u>	+	9.5	1	
Approach Delay										
Approach LOS			1		<u> </u>			<u> </u>		

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		WAY STOP				· · · · · · · · · · · · · · · · · · ·				
General Information		·	Site In Intersec		tion	Highway	6/Chalfant	Rd		
Analyst Agency/Co. Date Performed Analysis Time Period	Kellyjean Ta LSA Associ 3/26/04 PM Peak H	ates, Inc.	Jurisdiction			•	Short Range(2009) Plus			
Project Description High	way 6 Project									
ast/West Street: Chalfai			North/South Street: Highway 6							
ntersection Orientation:	North-South		Study P	eriod (h	nrs): 0.25					
/ehicle Volumes and		ts					-			
Major Street		Northbound				Southbo	und			
Movement	1	2	3		4	5		6		
	L	Т	R		<u>L</u>	T		R		
/olume	112	64	0		00	58		1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00	 }	1.00 0	1.00 58	$-\vdash$	22		
Hourly Flow Rate, HFR	112	64	0		0	36				
Percent Heavy Vehicles	0		<u> </u>	Undivi						
Median Type		T	0	Ondivi	ueu	- 1 - · ·	- 1 : -	0		
RT Channelized	0	1	0		0	1		0		
anes	LT	 	-	-+				TR		
Configuration	LI	0			0					
Jpstream Signal		Westbound	1	- +		Eastbo	ınd			
Minor Street	7	8	9		10	11		12		
Movement		Ť	R		L	Т		R		
Volume	0	0	0		36	0		41		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00		
Hourly Flow Rate, HFR	0	0	0		36	0		41		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized	 		0					0		
Lanes	0	0	0		1	0		1		
Configuration					L			R		
Delay, Queue Length, a	ad Level of Se	rvice								
	NB	SB		Westbo	ound		Eastbour	ıd		
Approach	1	4	7	8	9	10	11	12		
Movement	LT I		-	ΙŤ				R		
Lane Configuration	112			 	_ _	36	 	41		
v (vph)	1531			 		598	 	1000		
C (m) (vph)				 		0.06	 	0.04		
v/c	0.07	· · · · · · · · · · · · · · · · · · ·	<u> </u>			0.00	╅┈┈┈	0.13		
95% queue length	0.24					11.4	-	8.8		
Control Delay	7.5			 			+			
LOS	Α			1		В		Α		
Approach Delay		~ -					10.0	<u> </u>		
Approach LOS							A			

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	TWO	-WAY STOP	CONTRO	LSUM	MARY	-				
General Information				formati	on					
Analyst Agency/Co.	Kellyjean T LSA Assoc		Intersect Jurisdict	ion	· .	Highway 6/White Mountain Short Range(2009) Plus				
Date Performed Analysis Time Period	3/26/04 AM Peak H	lour	Analysis	Year		Project				
	hway 6 Project		177							
ast/West Street: White	Mountain Estat	es Rd	North/South Street: Highway 6							
ntersection Orientation:			Study Period (hrs): 0.25							
/ehicle Volumes and	d Adjustmer	nts								
Major Street		Northbound				Southbour	nd	6		
Movement	11	2	3		4	5 T		R		
	· L	T	R		2	222				
/olume	4.00	83	10		1.00	1.00	-	1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		2	222		0		
Hourly Flow Rate, HFR	0	83	10		0		- 	-		
Percent Heavy Vehicles	0			Undivide		 				
Median Type	<u> </u>		0	Jilaivia						
RT Channelized	 	1	0	- -	0	1		0		
anes	·: 0	 	TR		LT			-		
Configuration		0	<i>T</i> , 21		0					
Jpstream Signal			_1				Eastbound			
Minor Street		Westbound	9	·	10	11	iu I	12		
Movement	7	8			L	 		R		
	<u> </u>	T	R		0	0		0		
Volume	65	0		12 0 1.00 1.00		1.00		1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0	0		0		
Hourly Flow Rate, HFR	65	0	0		0	0		0		
Percent Heavy Vehicles	0					0				
Percent Grade (%)		0				T N				
Flared Approach		N								
Storage	·	0				0				
RT Channelized			0				_	0.		
Lanes	1	0	1		0	0		0		
Configuration	L		R							
Delay, Queue Length, a	nd Level of Se	rvice			` `					
Approach	NB	SB		Westbou	ınd	E	Eastbound	d		
Movement	1	4	7	8	. 9	10	11	12		
Lane Configuration	<u> </u>	LT	L		R					
		2	65		12	-				
v (vph)	·	1514	682	<u> </u>	976	-				
C (m) (vph)					0.01	-		+		
v/c	`	0.00	0.10			4		-		
95% queue length	·	0.00	0.31		0.04			 _		
Control Delay		7.4	10.8	<u></u>	8.7			—		
LOS		A	В		Α		L			
Approach Delay				10.5						
MADDIDAGII DEIAY			В							

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	TWO	WAY STOP	CONTRO	LSUN	IMARY				
Seneral Information	······································		Site In	format	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	Kellyjean Ta LSA Associ 3/26/04 PM Peak H	ates, Inc.	Jurisdict	Intersection Jurisdiction Analysis Year			Highway 6/White Mountain Short Range(2009) Plus Project		
	nway 6 Project							·	
ast/West Street: White	Mountain Estate	es Rd			e et : Highwa	y 6			
ntersection Orientation:	North-South		Study Po	eriod (hi	rs): 0.25				
/ehicle Volumes and	d Adjustmen	ts							
lajor Street		Northbound				Southbou	nd	6	
lovement	1	2	3		4	5 T		6 R	
	L	T	R		L	91		, ,	
/olume	4.00	174	1.00		1.00	1.00		1.00	
Peak-Hour Factor, PHF	1.00	1.00 174	42		7	91		0	
lourly Flow Rate, HFR	0	174			0				
Percent Heavy Vehicles				Undivid		<u> </u>			
Median Type RT Channelized		T	0					0	
	0	1	0		0	1		0	
anes Configuration	 		TR		LT				
Jpstream Signal		0			0				
Minor Street		Westbound				Eastbou	nd		
Movement	7	8	. 9		10	11		12	
VIOVOITIONE	L	Т	R		L	Т		R0	
Volume	12	0	2		0	0			
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00	
Hourly Flow Rate, HFR	12	0	2		0	0		0	
Percent Heavy Vehicles	0	0	0		0	0		0	
Percent Grade (%)		0			·	0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0			<u> </u>		0	
Lanes	1	0	1		. 0	0		0	
Configuration	L		R						
Delay, Queue Length, a	nd Level of Se	rvice		-,					
Approach	NB	SB		Westbo	und		Eastboun	d	
Movement	1	4	7	8	9	10	11	. 12	
Lane Configuration		LT	L		R				
v (vph)		7	. 12		2				
		1366	692		851				
C (m) (vph)		0.01	0.02		0.00				
V/C		0.02	0.05	 	0.01	1			
95% queue length		7.6	10.3	 	9.2		†	 	
Control Delay			10.3 B	 	A		1		
LOS		A	B	10.1		- 			
Approach Delay									
Approach LOS			<u>l</u>	В	·	_l			

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				MARY					
		Site Info	ormati	on			•		
LSA Associa 3/26/04	ates, Inc.	Jurisdictio	on		Highway 6/Chaifant Rd Long Range(2025) Plus Project				
way 6						· · · · · ·			
		North/So	uth Stree	et: Chalfar	nt				
North-South	·								
	le e								
Aujustinen	Northbound			<u> </u>	Southbour	nd			
1	2	3		4	5		6		
· L	Т	R		L			R		
32	102	0					6		
1.00	1.00					1	.00		
	102	0					6		
0		<u> </u>							
	,		Undivide	ea	1 0				
					1		0		
	7	1 0			 		TR		
LT		 			0		177		
 		<u> </u>		<u> </u>					
		1 0		10		1	12		
 							R		
<u> </u>							99		
1.00		1.00					1.00		
					0		99		
		0		0	0		0		
 -					0				
		T	-		N				
		+			0				
	 	1 0					0.		
	-			1	0		1		
	+	 			 		R		
1 10	<u> </u>								
	VICE	T	Nesthou	nd		astbound			
							12		
	4	 ' 	0	+ -			R		
				<u>.</u>			99		
							848		
		 					+		
0.02							0.12		
0.07		<u> </u>					0.39		
7.7							9.8		
Α					В		<u> A</u>		
						10.0			
		В			D				
	LSA Associa 3/26/04	AM Peak Hour North-South	Intersecting	Intersection	Color	Intersection	Intersection Highway 6/Chalfant R Long Range (2025) PI AM Peak Hour		

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		WAY STOP						
Seneral Information				ormatic	on	Highway 6/0	Shalfant R	d
nalyst Agency/Co. Date Performed Analysis Time Period	Kellyjean Ta LSA Associa 3/26/04 PM Peak Ho	ates, Inc.	Intersecti Jurisdicti Analysis	on		Long Range(2025) Plus Project		
Project Description High	way 6 Project							
ast/West Street: Chalfar	nt Rd				t: Highwa	y 6		<u> </u>
ntersection Orientation:	North-South		Study Pe	eriod (hrs)): 0.25		·	
/ehicle Volumes and		ts						
Major Street		Northbound					ıd	
Movement	1	2	3		4	5		6
VIOVOINOILE	L	T	R		L	T		R
/olume	112	117	0		0	91		22
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		.00 22
Hourly Flow Rate, HFR	112	117	0		0	91		
Percent Heavy Vehicles	0		<u> </u>		0			
Median Type				Undivide	d	1	 	0
RT Channelized			0	_			_ - ` 	0
Lanes	0	1	0		0	1		TR
Configuration	LT					1		IK
Upstream Signal		0				0		
Minor Street		Westbound	Eastbound 11			<u>a</u>	12	
Movement	7	8	. 9		10			R
	L	T	R		<u> </u>	T		41
Volume	0	0	0		36	0		1.00
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		
Hourly Flow Rate, HFR	0	0	0		36	1 0		<i>41</i>
Percent Heavy Vehicles	0	0	0		0	0		
Percent Grade (%)		Ó						
Flared Approach		N				N.		
Storage		. 0	<u></u>			0		
RT Channelized			0					0
Lanes	0	0	0		1	0		1
Configuration					L	<u> </u>		R
Delay, Queue Length, a	nd Level of Se	rvice						
Approach	NB NB	SB		Westbour	nd	E	astbound	
	1	4	7	8	9	10	11	12
Movement	LT		 	 		L		R
Lane Configuration	_		- 		 	36		41
v (vph)	112		· · · · · · · · · · · · · · · · · · ·	 		533		959
C (m) (vph)	1489	·		 		0.07		0.04
v/c	0.08							0.04
95% queue length	0.24		<u> </u>			0.22		
Control Delay	7.6					12.2		8.9
LOS	Α					В		· A
Approach Delay							10.5	
Phhioach Delay			В			D		

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		WAY STOP			4ion			•	
General Information	Site Information Intersection Highway 6/White Mounts								
nalyst gency/Co. ate Performed nalysis Time Period	Kellyjean Ta LSA Associa 3/26/04 AM Peak Ho	Intersection Jurisdiction Analysis Year			Long Range(2025) Plus Project				
Project Description High	wav 6 Proiect								
ast/West Street: White I	Mountain Estate	s Rd			reet: <i>High</i> w	ay 6			
ntersection Orientation:	North-South		Study P	eriod (l	nrs): 0.25			<u></u>	
/ehicle Volumes and		ts						<u> </u>	
Major Street						Southbound			
Novement	1			4 <u>5</u>			6		
	L	Τ	R		<u>L</u>	T		R	
/olume		122	10		2	293		1.00	
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00 0	
Hourly Flow Rate, HFR	0	122	10		2	293			
Percent Heavy Vehicles	0				0				
Median Type	Undivided								
RT Channelized			0			- 		0	
anes	. 0	1	0 0		11		<u> </u>		
Configuration			TR		LT	0			
Jpstream Signal		0 Westbound							
Minor Street				40	Eastbound 12		12		
Movement	7	8	9		10	- - ' '		R	
	L	Т	R		<u>L</u>			0	
Volume	65	0	12		0		1.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00 0		0 0		
Hourly Flow Rate, HFR	65	0	12		0		0 0		
Percent Heavy Vehicles	0	0	0		0	0			
Percent Grade (%)		0							
Flared Approach		N					N		
Storage		0				0	0		
RT Channelized			0					0	
Lanes	1	0	1		0	0		0	
Configuration	L		R						
Delay, Queue Length, a	nd Level of Se	rvice							
Approach	NB	SB	Westbound		Eastbound				
Movement	1	4	7	8	9	10	11	12	
		LT	L	T	R	:			
Lane Configuration		2	65	 	12				
v (vph)		1466	590	 	929				
C (m) (vph)		<u></u>		1	0.01	- 			
v/c		0.00	0.11	-	0.04		 	 	
95% queue length		0.00	0.37	ļ			 	+	
Control Delay		7.5	11.9	ļ	8.9		<u> </u>		
LOS		Α	В	<u> </u>	A		<u> </u>	_1	
Approach Delay			11.4						
Approach LOS			В			Ì			

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2 Lufarmation			Site Inf	orma	tion					
General Information Analyst Agency/Co. Date Performed Analysis Time Period	Kellyjean Ta LSA Associa 3/26/04 PM Peak Ho	Intersection Jurisdiction Analysis Year			Highway 6/White Mountain Long Range(2025) Plus Project					
Project Description High East/West Street: White N	May 6 F10ject Mountain Estate	s Rd	North/Sc	outh Str	eet: Highw	ay 6				
ntersection Orientation:	Study Period (hrs): 0.25									
Vehicle Volumes and										
	Aujustilieli				Southbour	Southbound				
Major Street Movement	Northbound 1 2		3		4	5		6		
VIOVCITIONE	L	Т	R		L	T		R		
Volume		227	42		7	124		4.00		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00		
Hourly Flow Rate, HFR	0	227	42		7	124		0		
Percent Heavy Vehicles	0				0) - -				
Median Type	Undivided									
RT Channelized			0			1		0		
Lanes	: 0	1	0		0	 '-				
Configuration			TR		<u>LT</u>	0				
Upstream Signal		0 Westbound				<u> </u>				
Minor Street				40	Eastbound 12					
Movement	7	8	9		10	+ +		R		
	L	T	R		<u>L</u>	0		0		
Volume	12	0	1.00 1.00			1.00	1.00			
Peak-Hour Factor, PHF	1.00	1.00	2 0			0				
Hourly Flow Rate, HFR	12	0	0		0			0		
Percent Heavy Vehicles	0					0	 			
Percent Grade (%)		0	- [+	- ;	T N				
Flared Approach	<u>ļ </u>	N				1 0				
Storage		0				 				
RT Channelized	1	<u> </u>	0			0		0		
Lanes	1	0	1		0	- 	-+-			
Configuration	<u> </u>		R	<u>. </u>						
Delay, Queue Length, a	nd Level of Sei	rvice					~ db			
Approach	NB	SB	Westbou				Eastboun			
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		LT	L		R					
v (vph)		7	12		2					
C (m) (vph)		1306	618		796					
V/C		0.01	0.02		0.00					
		0.02	0.06		0.01					
95% queue length		7.8	10.9	 	9.5					
Control Delay			B	 	A		<u> </u>			
LOS		<u> </u>	 	.10			<u> </u>			
Approach Delay	·		10.7				_:			
Approach LOS		. 	_1	В						

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